the production of this document. Why it is withheld from our view I cannot divine, unless some ... the rumors afloat in regard to its provisions be true. For one, 1 __ unwilling, (and I desire to be understood as being perfectly serious on this point,) I am wholly unwilling to vote for the measure so urgently pressed upon us, unless I am permitted before-hand to inspect and scrutinize the original contract.

Mr. WESTCOTT. I do not see any necessity for the introduction of this contract. It has been stated here in the petition, and that statement has been certified to in the letter read to the Senate yesterday, that this French contract has been transferred to these parties. The arrangement which may have been made between these parties is one with which we as a Congress have nothing to do. We have no right to We as a Congress have hothing to do.

We have he light to legislate with reference to an arrangement of this character. The only questions we have a right to put concerning this matter are, whether these parties have the exclusive road, and whether they have the power and ability to perform the services they have engaged to perform upon certain conditions.

Mr. FOOTE. I simply rise for the purpose of saying, for the benefit of my friend, the honorable Senator from Florida, that,

to my mind, it is obviously important that we should perfectly understand the true character and specific stipulations of the contract between Messrs. Aspinwall & Co. with the Government of New Grenada before we act upon the bill which is based upon it. I have no decided and settled opinion touching the expediency of the measure proposed for our adoption. Certainly I do feel a lively interest for the great object expect-Certainly I do feel a lively interest for the great object expected to be attained; and I am not without a proper sympathy, also, I trust, for the enterprising projectors of the scheme before us. Surely I intend to present no opposition to this measure in advance of a more formal and explicit exposition of it on the part of those who are presumed best to understand it. But I am desirous of having it distinctly understood that if certain rumors which have reached me as to the provisions of this contract shall not be mat and constitute by the provisions of this contract shall not be met and negatived by the ontract itself, submitted seasonably for our inspection, I shall be very painfully constrained to vote against the bill. Per haps I ought to go further and say that it has been intimated to me that there are clauses in this same contract which canto me that there are clauses in this same contract when cannot be carried into execution without serious detriment to certain substantial interests of a portion or the citizens of this republic. I do not feel authorized at present to use language of a plainer import, nor is it necessary at this stage of the proceeding. It certainly must be now evident to the Senafor from Florida and others that the original contract should

be brought before us, in order to avoid the commission of some serious blunder, and the possible production of much mischief to great public interests.

Mr. ALLEN. 1 may as well state at once what will be my position on this subject. We were told yesterday by my friend from Illinois (Mr. BREESE) that there will be a rival proposition brought into the Senate on this subject. That remark implied that he would be in favor of one of these pro-And for fear, sir, that I may labor under the suspicion of entertaining the same opinion, I desire to say that I shall oppose any form of proposition, come from what quarter it may, which has for its object to conter on a select body of men a monopoly of the transit commerce of the two hemispheres across the Isthmus of Panama. If the gentlemen whose names are in this bill, or any other gentlemen in the United States, have agreed with the Government of New Grenada for the right to construct a road across the Isthmus of Panama, let them make it. They need no legislation of ours to enable them to make it; and the only quest me is, why come they here? We have acquired by treaty, in behalf of our Government and our whole people, the right of transit, which implies, notwithstanding the remarks of yesterday, the right to make the means of transit, across the Isthmus of Panama. This is a vast right. Viewed as a national state of the state o tional right, it is a privilege worth more to the people of the United States than the privilege of passing over an equal distance any where else on the surface of the globe; and I would

as soon think of granting to a company a monopoly of the navigation of the globe as a monopoly of the transit commerce of the Isthmus of Panama—just as soon. This bill proposes that the Government of the United States shall, in advance, contract with this company to pay them for the transportation of troops, arms, munitions of war, and the mails across the isthmus on their railroad. Sir, this transportation of the few troops of the Government, and the Yew persons employed as agents of the Government, will bear no more proportion to the transportation of the property of the people of the United States across the isthmus than the isthmus itself bears to the continent of North America. Our interest, as a Government, is the smallest concern in all the transaction. The whole of our transportations across that isthmus as a Government, will not perhaps amount to ten thousand dollars worth of freight yearly; whilst our transportation as a nation will amount to perhaps the value of a hundred millions annually within rechars ten or fifteen years from as a nation will amount to perhaps the value of a hundred millions annually, within, perhaps, ten or fifteen years from this time. In this view of it, leoking upon this matter as affecting so largely and lastingly the interests of this great people, I shall not vote for a bill which deprives them of the full enjoyment of this great privilege, by conferring it on any select body of men on earth. I will not establish a Barbary power to levy tribute upon the commerce of the two hemi-spheres passing over the isthmus of Panama. We want that for all: and the only way to secure it is to keep it out of the hands of monopolists, and keep this right of way under the control of our Government, so that the whole people, if they choose, may construct roads and canals across, and use them as they please. I have thought proper, sir, to make this explanation, lest I should be misunderstood in the vote which I shall give upon the motion to print this paper.

Mr. FOOTE. Will the honorable Senator from Ohio

(Mr. ALLEN) permit me to propound a question to him, an it strikes me may become important in connexion with what has just now fallen from him. Has the

Mr. ALLEN rose to reply; but he gave way to
Mr. BENTON, who said: The application of the Senator
from Pennsylvania is one perfectly natural. I would say,
however, that the original contract is the same in substance
with that which I have offered. I believe that some additional with that which I have offered. I believe that some additional compensation is exacted from these New York gentlemen; but the original contract and all its privileges are there—the same that expired in the hands of the original bolders. It has been presented according to my promise yesterday, and ordered to be translated and printed. The Secretary, with the preportional that is characteristic of him is now years. the promptitude that is characteristic of him, is now searching for a translator. This paper will show the whole contract.

Mr. DOWNS. If I recollect aright, the honorable Senator from Missouri, in presenting the communication which has been ordered to be printed, stated that this company was invested with the privileges granted to a former company, and ained the stipulations e

Mr. BENTON (in his seat.) Yes, sir.

Mr. DOWNS. If that be so, it seems to me that we can form no opinion of the present charter, unless we see the new contract. Unless we see them both, we shall not know what provisions have been modified. I think, therefore, the object in calling for this paper will be entirely disappointed unless the last contract be also furnished. While I am up, I will state that I differ entirely from the honorable Senator from will state that I differ entirely from the honorable Senator from Ohio as to the nature of this application. He seems to speak of it as a charter to be granted by Congress, which, if the bill should pass, might result in a monopoly that would be injurious to the people of the United States. I do not view it in that light at all. The Government of the United States is not the sovereign of the territory over which this contract extends, and has no right to establish monopolies there. The only right we have has been established by treaty with New Grenada, to the effect that whatever road may be constructed there, the United States shall have the same right of transportation over it as other nations. We have nothing to do with there, the United States shall have the same right of transpor-tation over it as other nations. We have nothing to do with monopolies. I understand that the only object which makes it desirable to obtain this contract at the present time, is to fa-cilitate the emigration to California. They ask of the United States to give them this contract in order to encourage and assist them in an object which is acknowledged to be of great importance. There is no monopoly in this. The question is whether we shall or shall not have this work done as soon as possible—a work which is to be so highly promotive of the public interests.

public interests.

I should like to see this contract adopted; but at the same time I entirely concur with the Senator from Mississippi, (Mr. Foors,) and would like to know the nature of the conditions of the charter. There may be provisions in that charter of which we may not approve. It may contain a power to extort onerous charges from our own citizens. If there be such a provision in it, it may well be matter of serious consideration with this Government whether it should not withhold the contract. Anxious as I am to see the measure adopted, I cannot vote for the bill unless satisfied fully that there is nothing in the charter that make the second of the contract. ing in the charter that would be objectionable on the part of a Government and the people of the United States. I now presented will fail in its object un-what are the modifications made and conditions imposed in the new charter; and we can know nothing about them until we can see them. I move that both of these documents, together with the letter, be printed for the use of the Senate.

BENTON. There was a paper asked for yesterday and this morning it was brought in and ordered to be printed.

That is the parliamentary usage. And this having been done,
there is now a debate got up as if there had been a refusal to produce the paper. Why, sir, one word from a Senator on this floor would have been sufficient, and the paper now sought to be obtained would have been produced as readily as sought to be obtained would have been produced as readily as the other; it would have been forthcoming precisely in the same manner; but I have it not in my pocket. I cannot produce it upon the instant; and here a debate is got up as if

ore was a disposition to withhold it.

Mr. CAMERON. I am not going to detain the Senate with
ay extended remarks. I merely have to say that I desire not extended remarks. I merely have to say that I desire not that this paper should be produced, but that we should be in possession of the contract itself. I had two reasons for in possession of the contract itself. I had two reasons for ing the suggestion yesterday in regard to the production of a papers. I desired first that the contract made with the ach citizens, upon which I am told this is based, should be laid re us, in order that the Senate and country might see the mity of its provisions in granting extraordinary powers to

a private corporation, and I desired also to see whether these gentlemen have actually made a contract, for I confess I have strong doubts on the subject. My impression is that they have made a contract with New Grenads, to be complete upon the scale and the contract with New Grenads, to be complete upon the contingency of their forming an agreement with this Government, which will guaranty to them the making of the road. This system of connecting the public treasury with the interests of private individuals is not altogether new to me. It began in my State twenty years ago. It com-menced by the State guarantying the interest of a million of dollars of stock for making the Union Canal, and ended by involving us in a debt of more than forty millions of dollars. am utterly opposed, therefore, to connecting the public trea-sury with the interests of individuals. We ought to endeavor to induce competition instead of conferring exclusive pri-vileges. Important as this work is to the trade of the world, I do not consider it of sufficient magnitude to require the as-I do not consider it of sufficient magnitude to require the assistance of the Government. In my State we have overcome the obstacle presented by the altitude of the Alleghanies in the formation of a channel of communication; I mean the Portage Railroad, with its expensive inclined planes and machinery, at a cost not exceeding two millions of dollars; and we are told that this Panama road, which is but a small affair in comparison, will cost fifteen or twenty millions. It is a work not exceeding forty miles in extent, in which there are no grades exceeding twenty feet in the mile, without the necessity for exceeding torty miles in extent, in which there are no graces exceeding twenty feet in the mile, without the necessity for inclined planes, and altogether a road of cheaper construction; and yet it is proposed that we shall give to these gentlemen three hundred thousand dollars a year for twenty years for carrying our mail and munitions of war, leaving to the company the profits of the whole trade that will pass over that route, which in itself would be sufficient to induce men of enterprise and of capital, after the road had been surveyed and its real difficulties understood, to undertake the work. It is said to be a gigantic undertaking, and one which has been too great for the people inhabiting that country to ac-complish. Why is it that it has never been undertaken? The reason why it has not been attempted is, that the people of that country have been in a state of ignorance and semi-barbarity; but the moment it is thrown open to Americans, wno are accustomed to works of that description, it will be found an easy enterprise, and capitalists will be glad to undertake it for the sake of the profits that are to be derived from it. I would cartainly be willing to be a recommendation of the profits that are to be derived from it. I would certainly be willing to forego many scruples that I have in order that the road may be constructed; for I am aware that it will be of great advantage to the country in a commercial point of view. The trade that would be carried on upon that route would be of more importance than any advantage which the Government might derive from any privileges in regard to transportation of the mails or of troops and munitions of war. But I desire to have our contract so framed, if one be entered into, as to secure to our people the conveyance of their merchandise at as low a rate as the goods of the people of that country may be transported for. I would have the tolls so regulated by law as to prevent any imposition being practised upon our citizens. It is but reasonable, at all events, that we should be put in possession of all the facts in relation to the agreement entered into by these gentlemen. What is there to prevent them, so far as we are at present informed, from selling the road after it shall have been made? Ought we not to have some guaranty against this, and ought we not to have a guaranty that the road shall be constructed in a proper manner, and with all the guards and securities which experience and science can furnish? I desire that we should have all the information which these papers will afford us; and if it prove that these gentlemen have only a conditional contract, it will deserve mature reflec-

cussion will have the effect of bringing the matter to the ne-tice of individuals who would be willing to undertake the work without exacting from this Government so great a de gree of patronage. I am unwilling that we should act upon he subject until we have before as the proper data upon which we may be able to act understandingly.

Mr. FOOTE. I rise for the purpose of vindicating myself from an imputation which has been thrown out by the Senator from Missouri. That Senator manifests some dissatisfaction that debate has been gotten up here in regard to the product these papers. He seems to think it a very unseasonable de-bate; and, by way of showing that such is the fact, he goes onte; and, by way of snowing that such is the fact, he goes on to say that, upon the first intimation of a desire on the part of the Senator from Pennsylvania in regard to the paper presented this morning, the document was brought into the Senate. Now, I feel bound to say, simply in vindication of myself, that I did not understand, nor did any one in this neighborhood understand as varieday, that there was a distinct. orhood understand on yesterday, that there was a distir imition that this document would be produced; nor did we know this morning that it would be produced until the greater part of the debate had taken place. Therefore, I must supose that the debate was gotten up for want of the decument, and not, as the Senator intimates, from any captious spirit or or any desire to occasion unnecessary delay in the consideration.

tion whether we ought, upon such representations as have been made to us, to extend the aid of this Government to them.

I have no doubt that the work might be very easily accomplished by individual enterprise; and I doubt not that this dis-

ration of the proposition which is now submitted to us.

While I am up I desire to repeat the inquiry which I propounded some time ago to the Senator from Ohio, for I deem opposed to the Senator appears to be opposed to this particular scheme for connecting the Pacific with the Atlantic, although he seems to appreciate the importance of such a work; and, speaking of it as he does, we have a right to take for granted that he has some distinct and mature notion on the subject of the mode of establishing this communication. In addition to this I will mention that it has struck me-and I only throw it out as a very imperfect idea, one that I have not duly considered myself, but I hope that others have investigated the matter more thoroughly, and that it will be elucidated by those who are capable of throwing light Senator from Ohio matured any plan, other than the one be-fore us, of connecting the Pacific and Atlantic seas, either by railway or otherwise?

upon it—it has appeared to me, upon a superficial view of the matter, that it is within the constitutional power of this Government to establish a railway from the Atlantic to the Pacific upon the authority of this treaty for military purposes and if so, incidentally, and merely incidentally, to secure to itself all the peculiar advantages likely to arise from the esta-blishment of the railway, and also to retain within its own bishment of the railway, and also to team which is own hands the means of saving our citizens from those injuries which have been so graphically portrayed this morning by the Senator from Louisians. There would then be no tolls to be

Senator from Louisians. There would then be no tolls to be imposed by the company; the Government would always have it in its power to see that justice was done to those who have goods to transport along this railway in their passage to the remote shores of California and Oregon.

I do not myself advance an opinion on this subject, but it is the opinion of men who are well qualified to decide that it is competent for the Government to establish a railway upon that route. I have seen elaborate opinions from high authority to that effect. I have not fully scrutinized the matter myself, but I have an imperfect idea that if hereafter it should be ascertained that it is necessary for the delence of California and New Mexico against foreign aggression, or against domestic violence, that a military road should be constructed for the transportation of troops and munitions of war from the the transportation of troops and munitions of war from the Atlantic to the Pacific, our Government has a right to estab-Atlantic to the Pacific, our Government has a right to establish such a road, incidentally to secure to us the immense advantages to be derived from its use. With this view, and with the deference I have ever felt for the judgment of the Senator from Ohio in regard to such matters, I had hoped that he would, in the progress of the debate, have given some reponse to the inquiry which I propounded that would be satisfactory to

Mr. ATCHISON rose for the purpose of moving a post onement of the further consideration of the subject. Mr. ALLEN. If the Senator will allow me, I will answe Mr. ALLEN. If the Senator will allow me, I will answer the question of the Senator from Mississippi. When that Senator propounded his question I would have replied to him had not another Senator obtained the floor. I have no hesitation in stating what my views are upon the subject. If we have a right to acquire by treaty a passage across the Isthmus of Panama, we have a right to open the passage and to enjoy all the fruits which we sought by the negotiation of the treaty. And I believe that we not only have a constitutional right to open a passage, but I believe it will become the imperative duty of the Government of the United States to accomplish that object. plish that object.
Mr. ATCHISON. I now renew my motion.

Mr. ATCHISON. I now renew my motion.

Mr. DOUGLAS. I desire that the subject should be postponed, and I do not intend now to enter into its discussion. I
feel bound, however, to make one or two remarks in regard
to it. I see no impropriety, in fact I can see a manifest propriety, in requiring the contract, as it is called, to be submitted to the Senate. I had supposed that the charter, together
with the letter to Gen. Herran, would have been sufficient;
but, looking at the letter, it will appear that if near he can but, looking at the letter, it will appear that if may be possible it contains matter that will enlighten the Senate. In consequence of the absence of Mr. Aspinwall the document cannot immediately be obtained, but I have no doubt that upon

not immediately be obtained, but I have no doubt that upon his return to the city it will be produced. I trust, therefore, the Senate will allow the subject to be postponed.

I must say I do not comprehend the argument that is made against this measure on the ground that it is creating a great monopoly which this Government ought not to submit to or tolerate. I understand the fact to be that we have a treaty with the Government of Notices. with the Government of New Grenads, which secures to us a right of way across the Isthmus of Panama, upon any road now made or hereafter to be made by authority of the Government of New Grenada, upon the same terms and at the same rates of toll as shall be charged upon the citizens and their merchandise of the Government of New Grenada, under such charter for making roads. The sovereignty of the country remains in the Government of New Grenada, while the right of way, the right to travel upon roads now made or which shall be made by or under the authority of that Government, is secured to us; and the conditions upon which we are to travel upon those roads are to be the same which that Government shall impose upon her own citizens; that the tolls to be charged upon our citizens with their freight and merchandise are to be the same as those charged upon her citizens with their freight and merchandise, and no more. Therefore it would seem, from these facts, that this Government has nothing to do with the terms and conditions upon which the road with the Government of New Grenada, which secures to us a ing to do with the terms and conditions upon which the road shall be made, and nothing to do with the terms and conditions upon which passengers and freight shall be transported upon it. It would seem by the charter which is submitted to the Senate, I apprehend, when you examine it, that these individu-

Grenada retains no right to grant the privilege to any others, or to authorize this Government to make it. If there is any monopoly, therefore, it is a monopoly already invested in Messrs. Aspinwall, Stevens & Co. If there be any monopoly, they have it already; and it is one which we cannot control. These individuals, possessing this charter and these privileges, and being prepared to go on and construct the road, come to us and say, if we have a monopoly, we propose to relieve you from that monopoly; if you are apprehensive that we will charge you too much, we will make a contract with you now in regard to the rate at which your freight shall be carried. charge you too much, we will make a contract with you now in regard to the rate at which your freight shall be carried. The proposition which they make to you is one by which they propose to relieve you from the monopoly which they possess, by offering to make a contract with you. And what is the contract which they propose to make? They propose to contract with you, by which your transportation shall be secured by the payment of a certain amount. If the amount proposed be considered too great, let it be reduced. I was sorry to see my colleague vesteday assuming that we were to new o see my colleague yesterday assuming that we were to pay ix millions of dollars. We have not yet determined what mount we are willing to pay. They are proposing to carry uch freight as shall be agreed on, at such rate of charge as shall be agreed upon.

Again: it is assumed that the contract is to be for twenty

years; whereas the bill is a proposition to make a contract for a period of years not exceeding twenty, leaving it discretion-ary with this Government whether it shall continue for one ear, for five, for fifteen, or for twenty years. It is not roposition for the continuance of the contract for twenty ears absolutely, and I apprehend that it is a fair subject for liscussion with us whether or not the sum proposed as the imit beyond which we are not to go is too high, and whether we should reduce it; whether or not the period is too long, and, if so, whether or not we should not fix a shorter time. It will become a question for us to determine whether we should fix upon a short period or a long one. It is certainly evident that the amount of transportation that we shall have occasion for will increase every year. In a few years more we shall have a large empire upon the

Pacific, and it is reasonable to suppose that we shall have oc-casion for five or ten times as much transportation as we have now; and if we now make a contract to last for twenty years, it may be that we shall secure an enormous amount of trans-portation at a very little cost—at a price far below what it would be furnished for under the new contract. But these are subjects for discussion upon which I am not yet prepared express an opinion. My only object is to direct attention the fact that the price is not fixed by this bill, but is reserved, to be determined by Congress and the Secretary of War, or whatever officer of the Government may be authorized to form the contract; that the time for the continuance the contract is not fixed, but reserved for the determination f the same parties; that we are granting no power to make: ad, but, on the contrary, that the power is already granted by New Grenada; that our refusing the application that is now made to us will not take from these individuals their pri-vilege of constructing the road, for it is already secured to them. It is not in our power to take it away, nor is it in the an odious monopoly, then it seems to me to be a reason why we should remove that monopoly from ourselves while we have it in our power to do so. But I apprehend it is not so odious a monopoly, for the reason that our treaty with New Grenada puts American citizens, in regard to the right of way, upon an equality with her own citizens; and I apprehend that that Government would be cautious how it granted a monopo-ly that would operate against her own citizens to foreigners, who seek nothing but how to make as much money as possi-ble out of the enterprise in which the case there is ble out of the enterprise in which they are about to engage It seems to me, therefore, that we ought not to prejudge thi have made these remarks for the purpose of inviting attention to the subject while the charter and the other documents connected with it are being procured, in order that we may be prepared to discuss the matter and arrive at a proper con-

Mr. FOOTE. Mr. President, I have no desire to detain the Senate any longer; but, notwithstanding the general im-patience to get rid of this subject, which I see manifested, I eel bound to say to the Senator from Illinois (Mr. Douglas) that he seems to me to have entirely forgotten the fact that it s provided in this bill that the Secretary of the Navy shall be rected to make a contract with this company. Directed

-most imperious language. Mr. DOUGLAS. I intended to remark that I though word "directed" should be stricken out of the bill. Mr. FOOTE. That word being retained, the effect cer ainly will be to throw the Government into the hands of this company, who, acting of course that selfish part which such orporations are sure to act, would charge the maximum mount, or three-fourths of what we pay for the transportation of the mails across the Atlantic. This would certainly amount, as stated yesterday by the Senator from Illinois, (Mr. BREESE,) to some six millions of dollars, paid to this any for the transportation of certain articles along this railpany for the transportation of certain articles along this rail-way, which is to cost, by estimation, only two millions five hundred thousand dollars, leaving this company greater profits than were ever made by any company in the world. It is a fast, sir, that it is deliberately proposed to pay the sum of six millions of dollars to this company—and I do not doubt the respectability or the worth and intelligence of those who compose it; one of whom has a high reputation in the literary world—for the transportation of munitions of war, naval stores, and other supplies of the Government, by this railway, which is to cost that company only two millions and some hundred thousand dollars, by estimation. And yet, so far as has been intimated by the friends of this bill, this company is not to be limited in the least in its charges upon our tizens who may desire to travel upon this railway-Oregon hereafter—or who may desire to have their effects transported, either for the purpose of carrying on mercantile operations, or for the purpose of carrying on inercandic operations, or for the purpose of establishing themselves as residents in those fair regions. No limitation, so far as we have heard from the friends of this measure, is to be imposed, except—what? Why, sir, that this company is not to charge the citizens of the United States more than they charge the the citizens of the United States more than they charge the citizens of New Grenada. So far as we are at present informed, the citizens of New Grenada will have but very little use for this railway at all; and if it should turn out that some contract or arrangement should hereafter be made between this company and the Government of New Grenada, in relation to this affair, which may prove satisfactory to that Government and people, this company may obtain authority to establish such rates as will enable them to charge for the whole period of ninety-nine years whatever they please upon whole period of ninety-nine years whatever they please upor the citizens of the United States. For one—I say it in ad-

vance—I shall not be in favor of this measure, unless this company will submit to a reasonable tariff of rates.

We have all doubtless had experience in such matters; for it is a fact well known in the history of the different States, that wherever a company obtains the privilege of establishing a road of any kind without a tariff of rates being in the first a road of any kind without a tariff of rates being in the first instance imposed, competition being completely precluded, the companies take it upon themselves to charge such enor-mous rates as they may judge to be consistent with their own interests. Their own interest alone will be their guide. Before this Government then supplies to this company the mean of establishing this railway, I trust they will be required to agree upon such a tariff of rates as will save our citizens in all time to come from that oppression and injustice which must otherwise, in my judgment, inevitably accrue from this trans-

One more remark and I have done. We have, 'as a Government, the right of way across the Isthmus of Panama.

And now the Government of New Grenada have entered into a contract with this company which empowers it to establish a railway from the Atlantic to the Pacific. That is not our a railway from the Atlantic to the Pacific. That is not our right of way, but it is the privilege, simply, of establishing the means of communication between the two oceans, given by that Government to this particular company. Our right of way still exists under the treaty. But what will become of it, I ask, under the contract now proposed. It will be argued, I doubt not, hereafter, ingeniously and plausibly argued, that the sanction which we shall have given to the proposition has emirely extinguished the right of way which accrued to us under the treaty. We have the right of way at present, and that right of way, no, withstanding all the reasons so eloand that right of way, now ithstanding all the reasons so elo-quently stated by the Senator from Illinois, (Mr. DOUGLAS,) we are bound to retain and preserve to purselves and our

se, sir, this railway established, and what be our right? If not positively and solemnly transferred, it will be extinguished by what may turn out, after all, to be the unwitting action of the Congress of the United States upon the measure now before us. I conceive, sir, that it is our duty to preserve the right of way across the isthmus, and to adopt only such legislation upon this subject as may secure it to us and to our citizens in all time to come, free from all obstructions whereaster.

tions whatsoever.

It may be, sir, that the company who propose to establish this road may occupy the only ground suitable for such a purpose. In this case, in what a predicament should we find ourselves! We should find that our right of way had completely evaporated. The company has a railway there which occupies the only ground suitable for the construction of such a road; our right of way still remains, but it can only be enjoyed by submitting to the terms which will be imposed upon us by this company, which will make our right of way a nullity. I conceive that it is our highest duty—so ably argued by the Senator from Ohio (Mr. I conceive that it is our highest duty—so ably argued by the Senator from Ohio, (Mr. ALLEN)—to keep this right of way open forever. We ought not to permit any company to impose the least bar or obstruction to the full enjoyment of this right, not only on the part of our Government, but also on the part of our citizens.

I think that the Senator from Illinois (Mr. Douelas) has

I think that the Senator from Illinois (Mr. Dove 1.8) has made a very great mistake, one which it is not usual, certainly, for that Senator to make. He seems to suppose that we shall have continual and increasing need of this railway during all that period of twenty years, for the purpose of sending munitlons of war to our Pacific settlements. I differ with him essentially. In my judgment, when our frontier on the Pacific shall become supplied with the means of defence, the

necessary fo. us to use this railway for any such purpose.

The grander, r of this scheme seems to have captivated the nind of the hone, rable Senator, (Mr. Douglas.) The immense advantages which are almost certain to arise from i seem wholly to have about the attention of the distinguish

seem wholly to have abs. See a teacher of the dissinguish-ed gentleman, and he does not seem to reflect that all these results will not accrue to our c. 'izens at large.

But I did not rise to discuss this proposition at length. I have merely risen for the purpose of suggesting the difficul-ties which pressed upon my mind at the time this proposition re the Senate, and which have continued to pres upon my mind with increasing force during the discussion upon it. These difficulties have been ably set forth by some of the distinguished Senators who have opposed the bill in its present shape, and they have not been removed by the argu-ments of its friends. If any reply has been made to the clear and cogent objections urged vesterday by the Senator from Maryland, (Mr. Jourson,) it must have been while I was

beent from this chamber.

The question being taken on the motion to translate and rint the paper presented by Mr. BENTON, it was agreed to. A message, in writing, was here received from the Presi-lent of the United States.

A message was also received from the House of Repres tatives, announcing that they had passed the Senate bill for the relief of the heirs of Jean F. Perry, Josiah Blakely, Nichlas Jarant, and Robert Morrison

RECIPROCAL TRADE WITH CANADA. Mr. DIX, in pursuance of the notice which he gave to the Senate our yesterday, moved that the Senate proceed to the consideration of the bill to admit certain articles the growth erday, moved that the Senate proceed to the r production of Canada into the United States free of duty, n condition that the like articles of the growth or production f the United States are admitted into Canada free of duty. Mr. D. said : Mr. President, the bill was before the Sei the last session of Congress. It passed the House of Reresentatives and came up here. At the request of several Senators it was repeatedly postponed, and the bill was finally lost in consequence of the pressure of business at the close of he session. The whole recess has elapsed, and Senators have had sufficient time to examine it thoroughly. I am very desirous that it should be acted upon, and what I now ask is that the bill shall be taken up, that it may be read and understood. Then, if any further time is necessary, I will not object to its being passed over for a time, although I am in favor of acting on it immediately, as the Parliament of Canada is ow about to meet, and we should dispose of the bill in time or them to take action upon it, inasmuch as it involves matrs of mutual importance to the two countries. The question being then taken upon the motion made by

Mr. Dix, it was decided, on a division, in the negative : Ayes 7, noes 26. On motion of Mr. YULEE, the Senate proceeded to the nsideration of Executive business, and after some time spent

therein, the doors were re-opened, And the Senate adjourned.

HOUSE OF REPRESENTATIVES. Petitions (the States being called for the purpose) were

esented by—
Messrs. HALF, ABBOTT, KING, NICOLL, W. T. AWRENCE, HOLMES, of New York, GREELEY, STARKWEATHER, WHITE, BRADY, POLLOCK, CKERT, STROHM, BUTLER, HAMPTON, of Pennsylvania, CHAPMAN, FULTON, DANIEL, DONNELL, FRENCH, EVANS, of Ohio, LA SERE, HARRIS, CA BEL, and DARLING. REFERENCE OF THE PRESIDENT'S MESSAGE.

Mr. VINTON offered the following resolutions :

Mr. VINTON offered the following resolutions:

*Resolved, That so much of the annual message of the Predent of the United States to the two Houses of Congress at the present session as relates to our treaties, diplomatic interourse, and relations with foreign countries, be referred to the committee of Foreign Affairs.

2d. That so much of said message as relates to compensa-

20. That so much of said message as relates to compensa-tion to those bitizens who have served in the Indian war in Oregon, to the state and condition of the army, to the duties levied on American and neutral commerce in the ports of Mex-ico, and the disbursement of the moneys so collected, and the accountability therefor by the officers who collected and dis-

accountability therefor by the officers who collected and disbursed the same, with the report of the Secretary of War accompanying said message, be referred to the Committee on Military Affairs, with instructions to said committee to inquire into and report upon the legality of the collection of such duties, and the disbursement of the money so collected.

3d. That so much of said message as relates to the condition and operations of the navy, the marine corps, and the establishment of a line of steamers between New Orleans and Vera Cruz, together with the report of the Secretary of the Navy, be referred to the Committee on Naval Affairs.

4th. That so much of said message as relates to the tariffs of 1846 and 1842, the revenue, the state of the Treasury, the public debt, the Subtreasury, the general condition of the finances, the enimated recepts and expenditures for the next fiscal year, the unliquidated claims of citizens of the United States against Mexico, and the establishment of additional branch mints, be referred to the Committee of Ways and Means.

That so much of said message as relates to the public 5th. That so much of said message as relates to the public lands, the graduation and reduction of the price thereof, the surveys thereof, geological, mineralogical, and lineal, the appointment of additional surveyors general, and to the sale of the mineral lands in California and New Mexico, be referred to the Committee on the Public Lands.

6th. That so much of said message as relates to our intercourse and relations with the Indian tribes, and to the appointment of additional Indian agents, be referred to the Committee on Indian Affairs.

on Indian Affairs.

7th. That se much of said message as relates to the com

The That is much of said message as relates to the commerce and navgation of the country, and to the extension of the revenue laws of the United States over California, be referred to the Committee on Commerce.

Sth. That is much of said message as relates to the establish. That is much of said message as relates to the establish.

ents over California and New lishment of Territorial Government with instructions to said committee to inquire and report whe-her the Execuive of the United States has rightful authority o exercise the powers of Government now being enforced over 100e Territores. 9th. That so much of said message as relates to the post

offices and pos roads, and the reduction of the rate of postage, be referred to the Committee on the Post Office and Post

ng out the wirds "the tariffs of 1846 and 1842" and adding the following is an additional resolution: "Resolved. That so much of said message as relates to the "Resolved. That so much of said message as relates to the tariffs of 1843 and 1842 be referred to the Committee on

Mr. COBB, of Georgia, moved to amend Mr. Runser' amendment by adding after the word "manufactures" the words "the Committee on Agriculture and the Committee on

words "the Committee on Agriculture and the Committee on Commerce, and that said committees act jointly."

Subsequenty Mr. COBB modified his amendment by striking out the words "and that said committees act jointly."

Pending these amendments, a debate occurred which lasted about two hours, and which was participated in by Messrs. HOLMES, of South Carolins, COBB, of Georgia, RUM-SEY, C. J. INGERSOLL, GENTRY, THOMPSON, of Pennsylvania, VINTON, GREEN, FISHER, GREELEY, BAYLY, MARVIN, and FISHER; which latter gentleman was on the foor when the committee rose and reported progress; and the House adjourned.

WIDNESDAY, DECEMBER 20, 1848. IN SENATE.

Mr. DOWNS, in pursuance of notice heretofore given, sked and obtained leave to introduce the following joint reso

lution:

Resolved, That it shall be the duty of the Secretary of the Navy to contract, on behalf the Government of the United States, for the transportation of the United States mails from New Orleans, Louisiana, to Vera Cruz, in Mexico, twice a month and back, touching, if practicable, each way at Galveston and Matagorda bay, Texas, and Tampico, in Mexico; the said mails to be transported in at least two steamships of not less than 300 tons burken, and of ample power each; to be constructed under the direction of a naval constructor in the employ of the Navy Department, and to be so constructed as to be convertible into war steamers at the least possible cost, and that each of said steamships shall receive on board and provide suitable accommodations, without charge to the Government, for one agent, to be appointed by the Postmaster General, who shall have charge of the mails to be transported in sald steamships: Provided, That the term of service aforesaid shall not be for less than ten years, and the compensation for the me shall not exceed \$150,000 per annum, and that sufficient be required for the faithful fulfilment of the stipulaseourn; be required for the faithful fulfilment of the stipulaseourn; be required for the faithful fulfilment of the stipulations of the contract: Provided, further. That the Secretary tons of the Navy shall be the contemplated (in view of an early commence of the Navy shall be the contemplated) to accept for a period ment of the stream of the stream of the stream of the stream of the service of two ment of the service hereby contemplated) to accept for a period not to exceed two years from July 1849, the service of two suitable steamships, to be received after being inspected by a proper officer designated by the Navy Department for that

purpose.

Mr. DOWNS moved that the resolution be feferred to the Committee on the Post Office and Post Roads.

Mr. YULEE suggested that this matter had better be referred to the Committee on Naval Affairs, as that Committee has the management of the general subject under consideration, viz: the employment of steamships in the service of the Government for the transportation of the mails. He thought the general policy of the Government in establishing these lines of mail steamers seemed to have had reference to their addition to the naval service in a case of emergency, and accordingly they had been appropriately placed under the supervision and entire control of the Secretary of the Navy. He thought, therefore, that the appropriate reference of bills of the class of that presented by the Senator from Louisiana (Mr. Downs) would be to the Committee on Naval Affairs, and unless such bills took that direction a confusion of policy would inevitably arise. He would, therefore, move that the bill under consideration should take that course. bill under consideration should take that course.

The bill was referred to the Committee on Naval Affair

MINESOTA AND NEBRASKA. Mr. DOUGLAS moved that the bill of last session, enti-ed "A bill to establish the Territorial Government of Mino-

growing , opulation of that country will make it wholly un- sota," be taken from the table, and re-committed to the Comnittee on Territories; which motion was agreed to. tled "A bill to establish the Territorial Government of Ne-brasks," be taken from the table, and recommitted to the ommittee on Territories; which motion was agreed to

RECIPROCAL COMMERCE WITH CANADA.

Mr. DIX moved a postponement of the previous orders, ith a view to taking up the bill to admit certain article the growth or production of Canads into the United Statesfree of duty, on condition that the like articles of the growth or oduction of the United States are admitted into Canada free of duty; which motion was agreed to.

The Senate then proceeded to the consideration of the said

ill, when-Mr. DIX moved that its further consideration be postponed until the 4th day of January, and be made the special order for that day; which motion was agreed to.

THANKS OF CONGRESS The joint resolution of thanks to Brigadier General Price,

his officers and men, for the brilliant victory achieved at Santa Cruz, was taken up, read a second time, considered as in Committee of the Whole, and reported back without amend-After a brief conversation, in which several Senators took

Mr. BADGER moved that the joint resolution be recommitted to the Committee on Military Affairs; which motion

was agreed to. The joint resolution tendering the thanks of Congress to Colonel Doniphan, his officers and men, for the brilliant vicory at Sacramento, and the successful expedition to Chihuaatta, was taken up and read the second time.

After some brief explanations, Mr. ATHERTON moved that the joint resolution be recommitted to the Committee on Military Affairs , which me tion was agreed to.

THE EVERGLADES OF FLORIDA. Mr. WESTCOTT moved that the Senate proceed to the onsideration of the bill to authorize the draining of the Everglades, in the State of Florids, and to grant the same to said State for that purpose;" which had been made the special

order for this day.

The motion being agreed to, the Senate proceeded to the consideration of said bill; which was read.

Mr. WESTCOTT. My reason for asking the early action of the Senate upon this bill is, that, if it passes Congress, it requires, before it can have any efficacy, that the stipulations in it connected with the grant of lands it makes to the State of Florida must be accepted by express law passed by the State State Legislature are only biennial. It is now in session, but will probably adjourn in January, and will not sgain convene till November, 1850.

I will not detain the Senate by a detail of the reasons which should induce Congress to make this grant for the objects and with the conditions prescribed in the bill. They are fully and lucidly set forth in the report of the Committee on the Public Lands, in the report of the Secretary of the Treasury, and in the Report of the Commissioner of Public Lands, and the documents accompanying those reports, all of which I have caused to be laid on the desks of Senators this morning. All those reports recommend the cession or grant, and in the form and manner prescribed in this bill. The interests of the United States are guarded and protected fully by the conditions so prescribed. They were suggested by those whose duty it is to see to the protection of those interests, and I fully acquiesce in the propriety of every one of them.

I presume there is no Senator who has read the documents I have referred to, who is not fully satisfied that the entire territory proposed to be granted to the State is now utterly va-lucless to the United States. Why, sir, your Surveyor General has reported officially that, in its present situation, and without being drained, as it is the object of this bill to effect, it is not only so worthless that it would not pay the cost of survey, but, in fact, that a very large portion of it cannot be surveyed at all till it is so drained.

There is a map of the lands, prepared at the Land Office, on the Secretary's table, to which I would request Senators to look. Nearly the whole region is a vast lake of fresh water—a prairie covered with water during all seasons, from three to six feet deep. This water is chiefly supplied from Lake Okechobee, which is at the northern end of the grant proposed to be made. It is proposed to cut large and deep canals from this lake to the waters of the Gulf on the west side and the waters of the Atlantic on the east side, and also to cut smaller canals or drains through the rim of soft limestone rock by which the everglades are separated from the Gulf and the Florida straits and the Atlantic ocean. In addition to these canals there must be local improvements made by the purchasers of the drained lands, or rather by associations of such purchasers, or by the State, with the sole view of enhancing the value of the lands for agricultural purposes In this respect the undertaking is like that of leveling the banks of the Mississippi river. These are improvements which it is out of the question to suppose can be done by the Federal

Government, and especially by your engineer officers. If attempted to be so made millions may be squandered to no good end. They should be made by practical men acquainted with the country, interested in it, and in its agricultural prosperity, and it is best that it should be under the control of the State. I do not suppose that the State will undertake the work itself, but I suppose it can readily made a variance when the state. but I suppose it can readily make arrangements on highly fa-vorable terms, with individuals or associations, to undertake it under conditions, securing against speculation on the one hand, and with guaranties against failure to accomplish what may be done, on the other hand.

The lands should be conditionally disposed of as the work

progresses, and the conditions in each case should be such as the circumstances-its location and character-call for to secure the keeping up of the improvements hereafter. Besides, there are those who conscientiously believe Congress has no constitutional power to undertake such works, even on the public lands, and I frankly concede such are my convictions. The idea of the United States undertaking this work has never been entertained by me. Pass a law, and what will be the result? Thousands of dollars will be squandered will be the result? Thousands of dottars will be squandered in reconnoisances, and surveys, and reports, and maps, and plans, and estimates, and ciphering of all kinds, which will take some four or five years, and then, if the work is commenced, enough probably to effect its completion will be exmenced, enough probably to effect its completion will be ex-pended in travelling expenses and contingencies and in getting ready to do it, and then there must be steamboats and other expensive apparatus provided; and though it may be done in a very scientific style, some ten or fifteen years hence, it will cost more than it will be worth when it is done. I hope even if this bill fails the Federal Government will not undertake to

Senators are requested to notice two facts set forth in the

Senators are requested to notice two facts set forth in the documents appended to the report of the committee.

1. That if the work is successfully effected; some hundreds of thousands of acres of the most valuable sugar lands in the country, now annually overflown by the Kissimme river, will be reclaimed for cultivation. All of these lands lie outside of the proposed grant and north of it, and the entire benefit of their being reclaimed will enure to the United States. I refer the Senate to Gen. Leave, a latter or senatify and the states. the Senate to Gen. Jesup's letter on page 43, and to the committee's report, page 2, on this point.

2. That while about one million of acres of lands in the

grant have been surveyed several years since, only 360 acres have yet been sold. I hese lands are poor pine barrens, except in limited quantities, and their location, contiguous to the everglades, until the latter are improved, firbids the idea of their ever being settled upon or sold. They will be enhanced in value so soon as the improvements are made. The timber on them will render most of them then worth perhaps the minimum price of public lands. In this bill one half, in alternate sections, is reserved to the United States of these

The Senate will notice that the bill prescribes the objects of the grant, and imposes on the State, if it accepts the grant, the obligation to effect them as far as practicable. It does not require of the State to do more than to devote the entire proceeds and avails of the grant to the work, but the condiions imposed secure such appropriation of those proceeds. Those conditions are—

1. That the State shall appoint a competent engineer and

commence the work which is specifically described before 1st January, 1851, and finish it within ten years: and that, "if cticable, a communication for vessels shall be made by the

proposed canals between the Gulf and Atlantic waters."

2. That the State shall not alien, transfer, pledge, or mortgage, or otherwise dispose of any of the lands, except to effect the "full and faithful fulfilment of the first condition, and the entire avails and proceeds shall be exclusively and sacredly appropriated to the completion of the work."

3. Until the works are completed, no sale of any of the lands shall be made for less than one dollar and a quarter per

4. Until the President shall authorize it, in writing, no entry

or encroachment shall be made on the lands on which the Seminole liddians reside within said grant.

5. The sixteenth section, or school section, in each township may be located by the Legislature on another section, so as to secure in each township a valuable section for school pur-

6. One-half of the surveyed lands in grant reserved by United States. State to have the right of way. President to reserve within two years lands for lighthouses, forts, areenals, docks, navy yards, or other public works, &c. Grant not to affect Spanish grants now or hereafter confirmed, or lands bought of the United States at public sale or private entry, or

on sets.

7. After work is finished, residue of avails of lands to in rested as a permanent perpetual fund, the interest of which is to be expended for purposes of education in the territo-

ry gr. anled.

8. No tolls or charges for United States vessels or proof any kind, or mails, or troops, &c. through canals. Al said works in repair.

9. The su vveys of the lands are to conform to those of the United States, as far as practicable. But I will not go further into this subject. My object is not to press this bill to-day. I desire to attract the notice of Senators to the subject, in order, when it is again called up. they may be prepared to vote upon it. If any objections are entertained, I hope Senators will now express them. I desire to furnish any explanations that may be asked for.

Mr. NILES. I would inquire of the honorable Senator as

to the extent of the area conveyed by this grant-whether der water or not?

Mr. WESTCOTT. It is fully set forth in the con

ioner's report, page 6, which I will advert to. Within the ant there is now always covered with water, and which esim ate includes rivers, lagoons, sounds, the large lake Oke-chob ee, from thirty-five to forty miles in diameter, and other lakes south of the northern line of the grant, and which it is not proposed to drain or reclaim, and which cannot be re-claimed, and including also the everglades and Atseenahooffa that it is not expected will ever be of great

and 409,318 into townships, mostly worthless

pine barrens. 1,000,000 There is yet unsurveyed worthless sand barrens, reported as not worth surveying, about..... 1,500,000 Whole area of land and water in grant 7,800,000

Of the first item of 4,300,000, which include the everglades and Atsernahooffs and Halpatiokee swamps, all the lands that it is estimated can be reclaimed do not exceed one million of acres. The residue will yet remain inundated, and whether those reclaimed or not will turn out to be as valuab as is anticipated by some, is quite doubtful.

Mr. KING observed that he would call the attention of the Senator from Florida to the phraseology of the fifth condition,

which, if not corrected, might bear the construction that the thirty-six sections there described were in fieu of all the sixtten sections in the State.

Mr. WESTCOTT. I thank the Senator for directing my

Mr. WESTCUIT. I thank the Benator for directing my attention to the error he pointed out, and which I presume was a typographical error, and which will be corrected.

Mr. YULEE. I understand from my colleague (Mr. WESTCOTT) that it is his intention to defer final action on this bill, and that the desires to hear stated all objections to its passage which Senators may entertain. Not having been consulted in relation to this bill, I had not given it any attention till a few days since, when, for the first time, I was requested to examine it. On examination, I found the bill very objectionable to my mind, so much so that I have some doubt bjectionable to my mind, so much so that I have some doubt

objectionable to my mind, so much so that I have some doubt whether I shall give it my vote.

My colleague has given considerable time and labor to the subject, and for one I thank him for having devoted his talents and labors to its investigation. I think it would be very desirable that the lands specified in this bill should be improved that they may be settled and brought under cultivation, because it would add very greatly to the elements of wealth and to the recovered the median of the recovered to the settlements. to the resources of the whole country. It would give us several millions of acres of available and fertile lands in a strictly tropical climate, such as we have not now in any portion the Union. I would be in favor, siz, and would support wi great readiness any measure which shall propose to relin-quish to the State of Florida either this land—if Congress should prefer to confine its action to this land—or all lands which are now overflown and which cannot be reduced to agricultural purposes without the expense of canalling and draining. I think all lands which require draining should be ceded to the States within the limits of which they happen to be located. A measure of this sort has urged upon the attention of Congress, and, I think, has if I am not mistaken, has passed the Senate. A similar mea-sure was proposed in relation to the wet lands in the State of Arkansas, and I believe received the general assent of Con-

gress. If my colleague would reduce his bill to a single section the first—making an unconditional eession to the State of Florida of these unreclaimed lands, I would vote very readily for it. But my objection to his bill in its present shape is that it is clogged with conditions which it would be impolitic on the part of Congress to prescribe, and which it would be increased to the part of the State of Congress to the State of th inexpedient on the part of the State to accept. In fact, the conditions would make the grant utterly valueless. I think the simple course would be, by a single section to cede to the State of Florida these lands, leaving her to adopt such rules and regulations in regard to their reclamation as she may deem the most consistent with her own interests, trusting to her own activity and energy, necessarily stimulated by the advantages and profits which she will derive from them.

It is probable, sir, that the conditions contained in this bill may have been imposed by the committee which reported it, but they seem to me to be altogether impolitic. I have no hesitation in saying that the unconditional grant

of these lands to the State of Florida would be altogether pro-fitable on the part of the Federal Government, and in every respect politic. These lands are now, and must continue to be, utterly unavailable and valueless. Not only valueless as a source of profit to the United States, and for purposes of ettlement and agriculture, but they leave the military of the country in a very unsatisfactory and precurious condi-tion. These lands comprise a very essential and important part of the possessions of the country. Perhaps there is not a more important point on the whole coatinent than the penin-sula of Florida; but its use for military purposes is entirely obstructed by the circumstance that nearly tervening between the line of coast on either side of the Gulf of Mexico and the Atlantic are always covered with water, and are not traversable even by boats, not being covered with water to a sufficient depth to enable boats to pass with much facility or any degree of certainty from one side of the peninsula to the other. Consequently, these lands are perfectly useless. They may possibly be reduced to use; and, if they greatly strengthened and its wealth greatly increased by population, which will, by this means, in all probability, be added to the peninsula. This measure will add not only to the strength, and dignity, and wealth of the State within the boundaries of which these lands lie, but to the strength, and dignity, and wealth of the general Union, of which that State s a member.

I trust, sir, that when this bill is brought forward again, it

will be reduced to a single clause of cession, unrestricted by conditions, and especially by those which now clog the grant; for these conditions, I think, will oblige me to withhold my supthese conditions, I think, will oblige me to withhold my sup-port from the bill, because it is my opinion that it would be altogether inexpedient on the part of the State to accept the

altogether inexpedient on the part of the State to accept the grant clogged by these conditions.

I will not now specify the several points of objection which I make to the clauses of this bill. They are all objectionable, and especially that one which restricts the price at which these lands may be sold to the minimum price of \$1.25 per acre, and attempts to direct the manner and limit the time of sale. I think all these restrictions are unwise, and that they will render the grant utterly valueless.

Mr. WESTCOTT. I confess I am somewhat surprised at the course of my colleague as to this bill, and especially at the extraordinary objections he urges to it. I do not hesitate to say that I prefer the stipulations and conditions presented in this bill to an unconditional grant to the State. I have once before declared on this floor that, anxious as I am for the United States to get rid of the public lands, and disposed to grant it in all cases to settlers without price, I do not regard it as wise, with reference either to the United States or to a State, to make in any case an unconditional grant to a State. Such grant generally creates in a State a fund for speculators and jobbers, pecuniary and political, to plunder from. They will seek to divert and pervert it to selfish purposes, and very likely succeed; and the State or citizens generally do not derive much benefit from it. The only preventive is restrictions and conditions in the grant, and these often fail. I hope every grant to my State hereafter made will Mr. WESTCOTT. I confess I am somewhat surprised fail. I hope every grant to my State hereafter made will specify the objects and contain stipulations securing their being effected, and to prevent the funds being perverted.

ing effected, and to prevent the funds being perverted.

Sir, my object by this_bill is not to ask a favor, a boon for my State. I am not begging for alms in her behalf from Congress. I am not seeking to fill the coffers of her treasury by the sale of these lands. I declare to you, sir, I should regard as a curse upon the State any measure of the kind. The prix mary, the great object I wish to attain, is the reclaim these now worthless inundated lands in South Florida, to make them cultivable, make them susceptible of producing sugar, and what no other part of the Union can produce, tropical plants; cause them to be filled with an industrious agricultural population, and thus while they will add to the wealth cultural population, and thus while they will add to the wealth and prosperity of my State, the independence of other sections of foreign countries as to those products will be increased, and the security of an important frontier naval and military position strengthened. I seek nothing that will not as much benefit other portions of the United States as it will my own. State. If these lands are reclaimed, and should be worth millions upon millions, not a dollar goes into the State treasury of Florids; all belongs to the citizens on the lands, and are to be devoted to educational purposes there and nowhere else. I repeat, my colleague seems to mistake the great object of this bill. It is to secure the reclaiming of the lands, and nothing more. I do not seek the grant to the State to make a more. I do not seek the grant to the State to make a pecuniary speculation out of the work. The conditions are inserted to prevent any possible effort to divert or pervert any portion of the proceeds of the lands to any object or purpose but that of reclaiming the lands, and inducing their speedy settlement. It is not to furnish an internal improvement fund ettlement. It is not to furnish an internal impro

estitement. It is not to furnish an internal improvement fund for any other section of the State.

I regret that my colleague did not particularize but one of the conditions that he objected to, but contented himself with denouncing them generally. I wish he had done otherwise. as I think I could readily have removed any objections he could have made to them. As to his objection to the third condition, which provides that no sale shall be made of any of the lands under one dollar and a quarter per acre till the work is completed, it is a good restriction. After the work is finished the sales can be for fifty or twenty-five cents, if deem-fed money. But, before such completion, it is necessary to prefed proper. But, before such completion, it is necessary to prevent jobbers and speculators from obtaining the lands under a fair price by any of the many pretences always readily pre-erred. Such sum is a fair price in that region for even tha